



REGULATIONS REGARDING FLIGHTS OVER CHARITED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include:

- 1) when forced to land due to an emergency beyond the control of the operator;
- 2) at officially designated landing

[illegible][illegible][illegible]

CAUTION
INTENSIVE PARACHUTE ACTIVITY
See Airport/Facility Directory

Phoenix Sky Harbor International Airport

111°30' 111°15'

55 60 65 70 75 80

PHOENIX

PHOENIX
CHARTED VFR FLYWAY PLANNING CHART
Scale 1:250,000

NOT TO BE USED FOR NAVIGATION



THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTES THROUGHOUT THE PHOENIX AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE PHOENIX AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE PHOENIX CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM PHOENIX APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEVIATION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT PHOENIX VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

PHOENIX CLASS B AIRSPACE

OPERATING RULES AND POLYGRAPHICALLY DERIVED: Regardless of weather conditions, an ATC clearance is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.123 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operator may not operate or communicate with ATC as an operator of an aircraft within the Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate or land a civil aircraft within the Class B Airspace unless that person holds a private pilot certificate or is a student pilot who is authorized to solo.
3. The pilot in command of an aircraft that is not a private pilot certificate or a student pilot who is authorized to solo must not operate or land a civil aircraft within the Class B Airspace.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft in the Class B Airspace must:
5. An operator of a large turbine engine-powered aircraft must not operate or land a civil aircraft within the Class B Airspace unless that person holds a private pilot certificate or is a student pilot who is authorized to solo.
6. A flight instructor or flight instructor examiner must not operate or land a civil aircraft within the Class B Airspace unless that person holds a private pilot certificate or is a student pilot who is authorized to solo.

ATC PROCEDURES

An aircraft may be controlled and associated with operating within the Class B Airspace, except that it need not be separated from other helicopters. Although rotor separation will be the primary standard used, approved visual and other rotor separation procedures will be applied as required or deemed appropriate. Traffic information on other aircraft in the Class B Airspace will be provided as a workload permitting. A pilot operating an aircraft within the Class B Airspace must:

1. Advise ATC of position, altitude, and direction of flight.
2. Advise ATC of any change in position, altitude, or direction of flight.
3. Advise ATC of any change in aircraft configuration.
4. Advise ATC of any change in aircraft speed.
5. Advise ATC of any change in aircraft heading.
6. Advise ATC of any change in aircraft altitude.
7. Advise ATC of any change in aircraft direction of flight.
8. Advise ATC of any change in aircraft configuration.
9. Advise ATC of any change in aircraft speed.
10. Advise ATC of any change in aircraft heading.
11. Advise ATC of any change in aircraft altitude.
12. Advise ATC of any change in aircraft direction of flight.

CAUTION

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

PHOENIX VFR WAYPOINTS

VFR Waypoint names consist of the letters beginning with "W". Standard VFR Waypoints are portrayed on VFR Charts using the same four-letter symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collected with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounced and small text is used in ATC Communications.

REPORTING CHART ERRORS

If you are required to report an error on this chart, please contact the publisher at 1-800-826-2677, or write at: "Chart Error Reporting", 12000 N. 19th Avenue, Suite 100, Phoenix, AZ 85021. Please include the chart number, the error description, and the correct information. The publisher will acknowledge the error and will make every effort to correct the error as soon as possible. The publisher will also make every effort to correct the error as soon as possible. The publisher will also make every effort to correct the error as soon as possible.

NORTH AMERICAN AIRSPACE COORDINATE CONVERSION PROCEDURES

An aircraft operating in the U.S. national airspace, if equipped with a radio, must be able to communicate with ATIS. The ATIS frequency is listed on the chart. The ATIS frequency is listed on the chart. The ATIS frequency is listed on the chart.

CAUTION

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PHOENIX CLASS B AIRSPACE

